

Automobile News

GOOD ROADS A HELP

The nation-wide good roads movement certainly is in position to do the American automobile manufacturer as much good as the auto manufacturer has done to help this movement. Certainly the returns that the manufacturer will receive from this movement, started by the necessity for the American people at large for this product, will have a wide influence in the future on the automobile business.

With the growing demand for lighter cars and cars more economical in upkeep must come good roads first, to make the light cars safe to operate and next to reduce the cost of upkeep. Only good roads will allow the manufacturer to safely meet the demand for this type of lighter and more economical cars.

That this movement has a wide range for operation with the opportunity to do almost unlimited good is obvious to everyone who has owned an automobile. There is practically no section in the United States today where almost impassible roads cannot be found in a few minutes travel after a hard rain.

VACUUM-GASOLINE FEED

The Stewart vacuum gasoline feed system is without doubt the greatest improvement that has been adopted in the last years," states George H. Beck of the Pack & Linn Company, distributors of the Haynes Light Six. "Cowl tanks will disappear as the body is lowered and made to conform to the rear stream light effect. The cowl tank necessitates a high and bulky cowl so that the pressure system of forcing gasoline to the carburetor from the rear tank was the only choice until the advent of the vacuum system."

While it has been proved in several tests that the vacuum system is more economical in the use of gasoline than the pressure system, it is a rather difficult matter to explain why such a conclusion is possible.

"With the pressure system, there is a great variation in the amount of gasoline actually passing into the carburetor. It is generally the case that every corner of gasoline is forced into the carburetor so that the level is carried lighter and more gasoline is consumed than is actually used to develop power. The pressure on the carburetor is less when climbing a hill and greater when descending and the mixture of vaporized gasoline and air going into the cylinders varies accordingly."

"The float and consequently the float needle valve vibrate with the road shocks and every time the needle rises from the seat, the pressure shoots the gasoline into the float chamber and raises the level higher for the instant than it should be."

"The vacuum system feeds the gasoline to the carburetor by gravity from the small vacuum tank that is low close to the carburetor that has little or no effect on the elevation of the tank above the carburetor. Since the pressure is constant under all conditions, it is simple enough to maintain the level in the carburetor. The gasoline level in the carburetor is kept at the normal height, and fresh gasoline is allowed to enter only as needed."

WORK ON SHEEPSHEAD

RAY SPEEDWAY BEGUN

Things are moving towards the accomplishment of the project of the Sheepshead Bay Speedway corporation to give to New York the greatest motor sports and arena of sport in the world: Everard Thompson, the manager is already on the job.

Immediately following the official announcement of the formation of the Sheepshead Bay Speedway, the first week from the Coney Island Jockey club, work began. Three hundred men are now engaged in erecting the structure to clear the ground for the buildings and new grandstands and the two-mile course. The track will be of wood, a radical departure from the brick surface of the Indianapolis track, and the concrete course at Rocklands.

"In the first place," says S. H. Miller, "the drivers favor wood. With such a surface they believe that modern tires will carry the racing car the entire distance of a five hundred mile race without change. A concrete surface was first considered, but with the banking of the turns consisting of a combination of the curved surfaces it would be impossible to fit a smooth surface free from waves with concrete or any other street pavement."

"Sheepshead's planned boards will be smooth, thus obviating jarring with its consequent strain on car and drivers. New York's course will, I believe, present the same two-mile-a-minute possibilities that Ormond Beach does."

"Anyhow, I am sure the track will hold any speed that any racing car can show. Drivers will not have to slow down a bit, since they will approach the main curve by an easement curve 720 feet in length. The construction is similar to the 'spiral' employed by railroad builders in approaching a curve."

"The two-mile circuit will be made up of two straightaways and two curves each a half mile long. The width of the straightaways will be 70 feet and the curves 75 feet. The turn will be banked 25 feet 6 inches higher than the elevation of the surface at the inside of the track. The curve of the surface will be a true parabola with the apex at the foot of the slope. The track will be built of 2 by 4 inch long Georgia yellow pine beams laid in the direction of the curve. They will be spiked together and cross-tied and laid with the joints broken."

"At the turns the surface will be laid on steel girders curved parallel to the true surface of the track. The uprights will be steel columns varying from 4 to 25 feet in height, 14 feet on centers across the track, and 6 feet 8 inches on centers on the line of the track. On the straightaways these 2 by 4 beams will be supported on concrete walls, these walls being on an average 2 feet deep, 8 inches thick and 70 feet long. The racing cars will be stabled under the track at the turns and will reach the Speedway through a tunnel under the course, thence through a gateway near the judges' stand."

Spectators will be absolutely protected by the track being completely surrounded inside and out by a concrete wall 30 inches high and 8 inches thick. Thirty feet back of each wall, as required by A. A. A. rules will be a fence. A part of the equipment will be two bolted, knock-down stands each seating 20,000 people as a nucleus for seating accommodations for

athletic sports spectators.

The contract calls for the completion of the track and grandstands by August 20, with bonuses or forfeitures provided for thereafter. The plans for the architecture call for a main double-deck covered stand on the north side of the track 1846 feet long, 128 feet wide, and 80 feet from ground to peak. It will have 22 rows of seats on the first tier and 18 on the second, giving 18 miles of individual seats. "Ramps" similar to the runways of the Grand Central Station will give access to the first elevation. The stand will be built of steel on concrete piers with wood flooring. There will be 900 boxes seating 6 each. There will be an open stand built along the backstretch 1800 feet long. In all there will be 27 miles of seats on the two stands. Adequate retiring rooms will be provided. Inside the oval will be parking spaces for 20,000 cars laid out in "streets." Behind the grand stand ample parking space will be provided for grandstand seat holders coming to the Speedway in their cars.

Access to the interior of the oval will be had through five driveways, each 84 feet wide, admitting of the passage of two automobiles abreast, flanked on either side by four-foot sidewalks for foot passengers. There will be separate entrances and exits for motor cars and foot passengers. Neither will meet or cross on the same level.

In the April issue of the Packard magazine there appeared a bit of advice to exposition tourists on how to get out of deep mud holes. It has been used by the Packard engineers in their cross country testing trips and may save much time and trouble in going through the muck of the western prairies.

The method is a modification of the Spanish windlass and may be illustrated by using some of the equipment found on an office desk. Take a paper weight and visualize it as your car is engulfed in a Nebraska mud hole. Tie a piece of string to it and attach the other end to a fixed object. In the real emergency the fixed object is a "dead man" consisting of a stick of timber buried in a long trench dug at right angles to the direction of the pulling effort. At a point half way between the paper weight and the "dead man," hold a pencil upright. Now take a second pencil and loop your rope around it and turn on the pencil as a windlass. At once you'll find the paper weight moving along just as your car will. It can't help itself. You have a long lever and a short bite and the pull is terrific.

In actual usage two pieces of five foot pipe are substituted for the pencils. One may be smaller than the other, so the pair will telescope when not in use. A length of strong line completes the outfit.

Caution should be taken when using the pipes to see that the one which is stood upright is not shoved into the ground. It must be free to move along with the winding up of the rope.

CONSIDERATION OF OTHERS

There is no subject about which more has been written or spoken, often in unprintable language, than the rights or wrongs of the motorists and the non-motoring public. But at the outset it should be emphasized that nearly every one enjoys the sensation of speeding along a straight level road at a 40-mile clip. Nevertheless when these same individuals are walking the exact opposite opinion prevails. If after such experiences a person cannot take a comprehensive and impartial view of the matter there is no such thing as fair play.

If all the sworn haters of motorists were to spend a portion of their time inside of a car instead of always seeing or smelling it from without, there is no knowing what would happen.

Notwithstanding all that may be felt or believed by those who have enjoyed the delightful sensation of detachment and independence, which motoring gives to its devotees, there is a majority of the inhabitants of this country which, because it does not motor, dislikes on principle, if it does not positively hate the motor car. It is the very existence of such persons, and many others perhaps, who have reasons to dread or dislike the swift road fiend who disturbs their peace and sets their nerves on edge; who justifies to the fullest extent every penalty the law can exact and the driving enforces for careless or reckless driving on the part of motorists. The leading authorities in the motoring world fully recognize this, and their statements and reports show that the last thing they wished or was mercy and indulgence for the "road hog" or any of his tribe. They seek to prevent the punishment of the past and the escape of the unjust.

It is supposed by many persons that the police possess a fierce thirst to catch motorists exceeding the speed limit in order to gain credit for themselves. It is shown, in support of this, how carefully the choice is made by them for the placing of a "trap" in a lonely road where no person or animal is to be found which could possibly be injured, no matter at what speed the car was going; the reason being, they say, that the crafty constable knows full well that it is just there that the speed limit will be exceeded and his prey be caught.

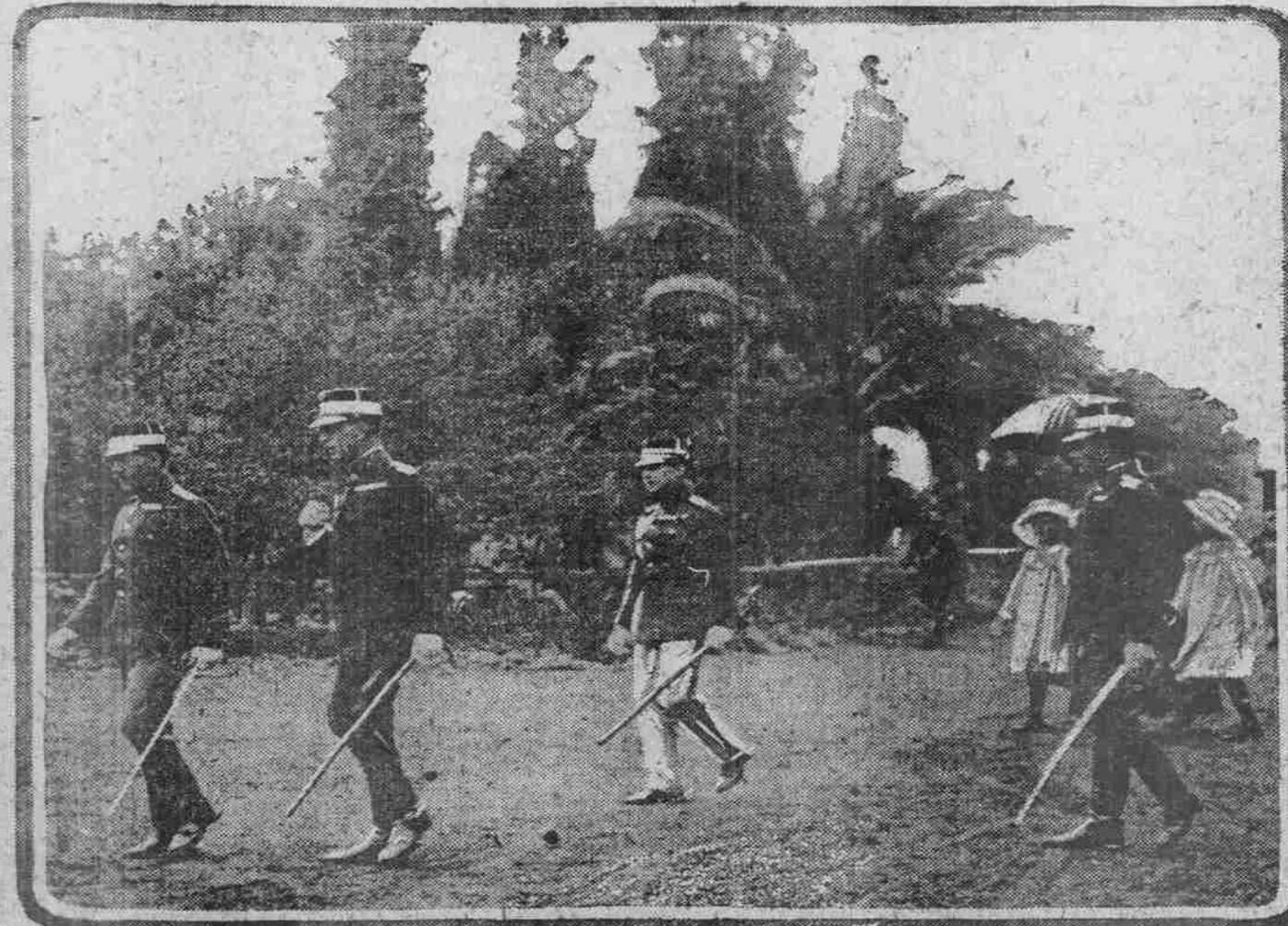
If the police, it is averred, had any real desire to stop the "road hog" they would control the spots in the road where high speed would spell danger to the public and the speed limit be exceeded only by men who deserve prosecution, and that, as things are, the "trap" callously spins around corners and through villages to the real danger of every one, and when he comes to a quiet road slows down and slips through the trap unscathed.

The police answer that the motorist is pleading his own case. First, because a motorist never tries to check his pace except for an emergency or where he fancies it to be necessary, and will, in nine cases out of ten, habitually go too fast for his own safety or that of the road. Secondly, because the greater the speed the greater the dust, and until roads are so constructed that dust is abolished no motorist has a right even on the loneliest road to increase this intolerable nuisance. The plain fact of a speed limit is the only one in which it is possible as a rule for the police to prove a case before the magistrate. Suppose, they say, a motorist complains that the police is driving furiously or to the danger of others, and that when he was summoned he swears he was not. Whom is the magistrate to believe? When a motorist complains of conditions and reasonable consideration for the motorist, where it is proved that he exceeded all reasonable limits of speed, no matter whether or not the road is empty, he is guilty of an offense which is capable of complete proof, and then he is convicted and justice is done.

Withdraw the speed limits, say the police, and you remove the only practical means of holding in check the reckless person to whom great pace is the one object to strive after in motoring. Whether the police are right or wrong and the speed limit is a safeguard or an absolute rule, it is certain that the non-motoring public will demand more rather than less protection. But the motorist is a necessary factor of the community, and the laws should not be aimed to put him out of existence, but to encourage him to lessen more and more the breach that exists between the motorist and the non-motoring unit, they both meet on a common ground. Careful and sound legislation, a high regard for the rights of the motorist and a respect for the inalienable rights of the pedestrian will quickly and surely bring all this about.

A bid of \$3,000 was made for a New York Coffee Exchange membership.

PREPAREDNESS FOR WAR THEME AT NATIONAL FETE IN ATHENS, GREECE



KING OF GREECE and ROYAL FAMILY ON WAY TO FETE

The Greek national fete was celebrated in Athens, Greece, with unusual pomp and ceremony. The entire garrison of Athens, reinforced by a regiment from Chios, lined the route of the procession. In the accompanying photograph is shown, left to right, the king of Greece, Prince Andrew, the crown prince, and the two children of Prince Andrew. In the several speeches that marked the celebration there was a militant tone. It was plain that Greece is ready to enter the European conflagration. If Italy and Roumania join Greece is sure to take sides.

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police, and you remove the only practical means of holding in check the reckless person to whom great pace is the one object to strive after in motoring.

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While defending a client in Brooklyn County Court, Thomas O. Conti, a lawyer, started beating his breast, and hammered a box of matches in his vest pocket into flame. The fire was extinguished before he was burned.

Eight Italian workmen were killed and five badly injured when a dozen sticks of dynamite exploded 100 feet under ground in a cut off trench adjoining the new Kenosha dam which the city of New York is building at Valhalla, N. Y.

Capt. Thomas Reilly, one of the best known sea captains on the Pacific coast, died at his home in San Francisco, aged 53.

Clifford Crabtree, a 14-year-old schoolboy, shot and killed himself in the belfry of the Trowbridge Memorial church at Worcester, Mass. His mind was unbalanced from overstudy.

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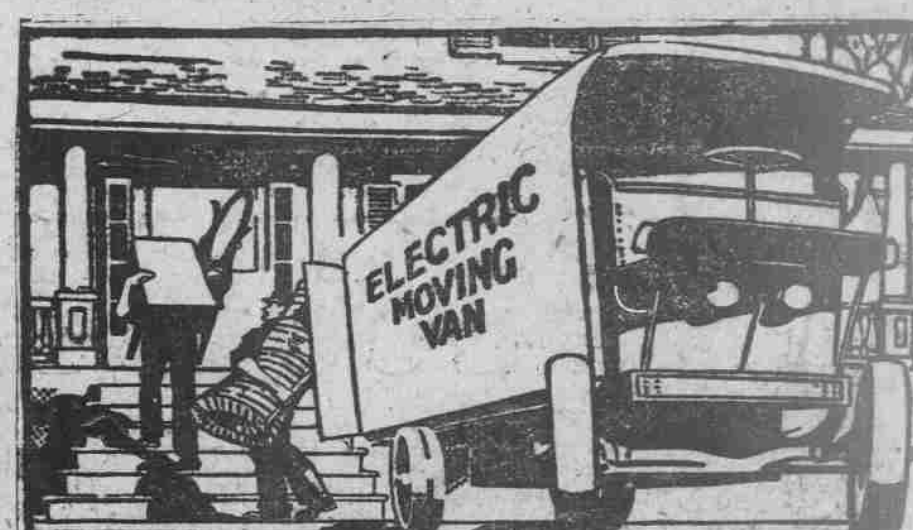
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Arguments on the motion to dismiss the appeal from the conspiracy conviction of Bart Dunn were set down for May 24 by the Court of Appeals at Albany. Dunn was convicted of conspiracy in connection with the construction of highways in Rockland county.



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